



391-2021 ADDENDUM 1

SOUTH END SEWAGE TREATMENT PLANT (SEWPCC) PRIMARY CLARIFIER REFURBISHMENT WORKS

URGENT

PLEASE FORWARD THIS DOCUMENT TO WHOEVER IS IN POSSESSION OF THE BID/PROPOSAL

ISSUED: June 24, 2021
BY: Lunide Milius-Alphonse
TELEPHONE NO. 204 896-1209

THIS ADDENDUM SHALL BE INCORPORATED INTO THE BID/PROPOSAL AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

Template Version: Add 2021-03-05

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.

PART A – BID SUBMISSION

Replace: 391-2021 Form B: Prices with 391-2021_Addendum1 Form B (R1): Prices. The following is a summary of changes incorporated in the replacement Bid/Proposal Submission:

Form B (R1): Item No. 12 to read: Work Done by OEM (Walker-Process) to Support Contractor - \$60,000.

The line "TOTAL BID PRICE" on the blank form changes as a result.

PART D – SUPPLEMENTAL CONDITIONS

Add: D20.3 Sequencing of the clarifier refurbishment work may be subject to change in order to coordinate construction works with the C4 contractor. As per the City of Winnipeg General Conditions For Construction clause C5, the Contract Administrator will review and modify accordingly.

NMS SPECIFICATIONS

Section 14 00 01 – GENERAL - MECHANICAL

Revise: 3.5.1 to read: The services of a qualified representative from the OEM shall be included in the Bid, to be physically present onsite to monitor the quality of the Contractor's work. Include an allowance for these OEM services. See document 391-2021 Form B. Provide an hourly rate proposal from the OEM along with summary qualifications of the representative proposed. Obtain approval from the Contract Administrator of this proposal before proceeding. Hourly costs and travel disbursements will be reimbursed on the basis of hours spent, and disbursements incurred. Costs up to the limit will be paid. If the full allowance is not spent, the remaining amount will not be paid.

Section 14 99 99 B – PCTB RAIL, RACK AND ANCHOR BOLT REFURBISHMENT

Add: 3.3.7 If any modifications to rack or rail sections is required, torch cutting may not be used without the permission of the Contract Administrator.

APPENDICES

Replace: 391-2021 Appendix_J - QC Checklists with 391-2021_Addendum 1 – Appendix_J (R1) - QC Checklists and OEM Reference Drawings. The following is a summary of the changes incorporated in the replacement Appendix:

Appendix J (R1) Anchor bolt, rack, and rail system installation tolerances and descriptions revised to reflect OEM information provided from a reference project. See attached OEM reference drawings P20431 F3, F4, F5 for anchor bolt, rack, and rail installation.

Add: Appendix_D Construction Plan

Add: Appendix_E Commissioning Plan

QUESTIONS AND ANSWERS

Q1: Confirm the only location for vibration analysis is adjacent the electric motors on the bridge drive system.

A1: The accelerometer shall be affixed directly to the travelling bridge structure near the flanged wheel end truck. Provide a drawing mark-up showing the location on the bridge beam where the device was connected. Additionally, provide the following information for the device used:

- Accelerometer make/model
- Accuracy/precision
- Range
- Resolution
- Sensitivity
- Frequency

The duration of the readings (one reading before and one after refurbishment) shall be for two clarifier traverses (i.e., from E side to W and back) with the clarifier in full operation. Upon completion, provide the raw data (in m/s² and V) in excel format to the Contract Administrator.

Q2: Confirm the "as found" load test and vibration analysis inspection will be performed after the bridge drive has been washed down and the clarifier is empty. Verifying that the "as-built" and "as-found" testing will be conducted under "same" environmental and working conditions.

A2: The As-Found and As-Built motor amperage and vibration readings required in specification Section 14 99 99 A and in the ITP for the PCTB Drive System shall be measured while the clarifier is in full operation (see response provided above in A1). That is to say that the as-found measurements must be made prior to the shut-down of the clarifier by the City and the As-built measurements shall be made after the clarifier has been returned to service. Measurement data shall be turned over to the Contract Administrator promptly.

Measurement of the operating current and speed required in the Commissioning Plan and Mechanical Commissioning Checklist documents are required when the clarifier is empty and again after when full.

Additional measurements can be recorded by the contractor for their own purposes at their discretion.

Q3: Can Sherwin Williams Macropoxy 646 be approved as an equivalent to Bar-Rust 235?

A3: Yes.

Q4: The concrete bearing pads had a distinct coating applied to the top, sides, and approx. 2" wide perimeter around the base on the existing floor slab. There is no mention of these coating details in the specification sections. Provide some clarification on this.

A4: The grout pads shall be coated after the grout has sufficiently cured and the coating colour shall be matched with the existing Primary Clarifier 3 grout pads. Sherwin Williams Macropoxy 646, or an approved equivalent may be used.

Q5: Are the new cog tracks going to be supplied pre-finished? Or is this something will have to be coordinated with the GC's to have shipped to our shop for prep and paint?

A5: The baseplates, running rail, hardware, and sections of rack currently in possession of the City, that are to be supplied by the City to the Contractor, were delivered coated by the OEM. It is the responsibility of the Contractor to ensure that the OEM applies the same coating to the new parts that are to be Contractor supplied.

Q6: Bill of materials "Appendix K" states: T-rail, cog rail, base plates, and cog rail clips to be prime painted, and rail splices unspecified. Confirm the Tee-rails, cog rails, base plates, and rail hardware are to be grit blasted & prime painted? The base plates were galvanized on Clarifier #3, c/w rubber damper pad and shim plate below.

A6: The baseplates, running rail, hardware, and sections of rack currently in possession of the City, that are to be supplied by the City to the Contractor, were delivered coated by the OEM. It is the responsibility of the Contractor to ensure that the OEM applies the same coating to the new parts that are to be Contractor supplied.
Do not grit blast and/or prime paint these parts.

For Clarification:

Appendix K contains the City of Winnipeg forms that are to be signed as part of the quality control and commissioning work on this project. They do not relate to the supply of materials. There is no "Bill of Materials" document that indicates that parts are to be delivered primed in Appendix K of this tender.

Appendix G contains a list of project materials. This list shows what parts are held by the City and are to be supplied by the City to the Contractor, and what parts must be procured by the Contractor from the OEM upon award. Appendix G does not contain any information relating to coatings or finishes to be applied.

Q7: Do all the parts to be ordered from and provided by the OEM need to arrive in one shipment, at the same time?

A7: No. The contractor will need to get all the parts required for Primary Clarifier 2 first and then get the parts for Primary Clarifier 1. The Contractor should plan for at least 2 shipments for the parts, one per clarifier.

Q8: Confirm the location of LCP-301, and LCP-31.

A8: The location of LCP-301 control panel in on primary clarifier bridge #1 and is shown in 1-0102-EGAD-P003. The location of LCP-311 control panel in on primary clarifier bridge #3 and is shown in 1-0102-EGAD-P004.